

THE INDEPENDENT

FORTY-SECOND YEAR

GRIMSBY, WEDNESDAY, AUGUST 10, 1927

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AUTO DRIVING HINTS AS REVEALED BY EXAMINER

Those Who Have Driven Many Miles Don't Always Know the Fine Points—Fail to Use Emergency Brake at Proper Time—How to Cross Tracks.

(Toronto Telegram)

How many inefficient drivers of motor cars are there on the streets of Toronto?

A squad of provincial government examiners is busy now, under the new regulations, giving road tests to all who cannot secure an operator's license from driving records alone. Observation of these tests leads to the belief that everyone who runs a motor vehicle should receive official instruction, just as the tyros do. And that ever; one should pass as proficient before he is given the freedom of the streets. Under present regulations, anyone who fills in a blank form showing he has no physical defects and who has driven six months and 500 miles, may obtain an operator's license. Such license is no guarantee that he is a good and safe driver and no road test is required.

In tests seen in recent days, it becomes plain that ignorance of many drivers as to traffic regulations, safety rules and courtesy obligations is marked. Performance of motors on the streets suggests that thousands who do possess operator's licenses may be no better informed or better educated in safe driving than those who now come up before the examiners for road tests. It would do anyone a heap of good, if he is not vain of his driving, to go about for an hour with one of these examiners and have the cardinal points emphasized in a manner that can result only from long experience and an expert knowledge of all the rules of the game. People drive badly, year after year, not knowing where their faults lie. So they cannot correct them.

Here is a young man in a blue suit who has driven three months, and gone 1,200 miles in that time. Prior to a road test he is asked:

"What is the speed limit in Toronto?"

"Twenty miles."

"In the province?"

"Thirty-five miles."

"How far do you stop behind a street car standing for passengers?"

"Six feet."

"How far from a hydrant do you park?"

A pause, then the answer: "18 feet."

"Ten feet is the distance," replies the examiner.

"On what side do you pass traffic going your direction?"

"On the right." This 100 per cent. wrong, of course, and the applicant corrects it.

"Where do you obtain your eye glasses?"

"At Blank's."

"Well, go and get an eye-test and tell them to send a cop to me. Now we'll go."

Keep To The Right

Stepping into the six-cylinder car of the applicant, on Queen street, and proceeding west for the test. Driver does everything gingerly, taking exaggerated care of traffic and pedestrians and always ready to smash his horn. He starts to travel, of course, almost in the centre of the street line.

"Keep to the right; use the road-way, not the car tracks," warns the examiner. Asked for a right hand turn. He is instructed to extend his left arm and wave traffic behind him, with a motion of the hand to proceed.

"No use just shooting your arm out, people don't know whether you are going to turn-right or left," is the comment.

"Get over to the right," is the command, three minutes later, "give traffic room to pass you." The driver wheels in and stays in that lane, until the line of the centre again gets him, and he trends once more towards the middle of the street, to be again admonished.

On Murray street, this driver is given lots of warning than an emergency stop will be required of him, with his speed at 20 miles per hour. It is assumed something darts in front of him.

"Now," cries the examiner. The driver presses his right foot down on his foot brake, halting the car in its momentum and under this same even pressure the motor slowly comes to a stop near the curb.

Examiner fixes a piercing and astonished gaze on the face of the applicant for license.

"May God, are those brakes working?"

"Yes," says the driver.

200-Foot Stop

"Do you mean to tell me you would take 200 feet to stop, if a child followed a rolling ball across the street, for instance?" he demanded. There was no attempt to pull back the emergency brake. In such test, the driver

WEDDING

MORRISON—FLETT

John's Presbyterian Church, Grimsby, beautiful with summer flowers, was the scene of a very pretty wedding on Wednesday afternoon at 4 o'clock, when Louise Viola, daughter of Mr. and Mrs. Wm. East was united in marriage to William C. Morrison of Grimsby, son of Mr. and Mrs. Morrison of Winnip. The ceremony was performed by the Rev. H. S. Graham, assistant pastor of St. John's Church. The bride entered the church on the arm of her father to the strains of the Lohengrin Wedding march, played by Mr. C. H. Milligan, and looked like a Limerick lace trimming. Her veil of Brussels net, hand embroidered, was arranged Juliette fashion, falling in cascades from the shoulders, caught with corner of pearls and orange blossoms. She carried a bouquet of Ophelia roses, valley lilies and baby's breath.

"Why," demanded the examiner, "wouldn't you apply your emergency brake?"

Pause from the pupil; then this astonishing admission: "Well, you use the emergency if your foot brake isn't working properly."

"No such thing, you pull on your emergency at the same time you press on your foot brake. Have you never done these two things at once?"

"No."

"You were only going 18 miles an hour, and you took from 50 to 75 feet to stop," declared the examiner. "You must have your brakes examined and adjusted."

"Keep to the right; if you have from six to 12 inches clearance, that is enough to pass another parked car," was the caution, and later on: "Keep on the lookout for cars running into traffic parked from the curb. Don't swing around them; keep behind till they get out."

In a left turn into Front Street from York, the driver just shaved a truck proceeding north on York and then east on Front. Brake pressure kept the two from coming together.

Right Of Way

"You are wrong in two directions; in a left turn all traffic on your right has the right of way. Then, while you were in the midst of your turn, you were changing your gears. Leave your gears alone, in turning. If you start in low, keep in low until you are around. You are not in control of your car while changing gear. You are not as free to think of traffic while you are changing your gears."

Pupil was then shown how to go up a steep hill and down a steep hill. When his brakes are adjusted and his test recorded, he will probably receive his license as operator.

Next was a youth in a grey suit. Because his age was under 18 years, it was necessary for him to apply for and secure a license as a professional driver. His application was for license as a chauffeur, he explaining that he wanted to drive his mother and others when his father was not available, but he intended no professional work. On the street, it was pointed out to him he had his car over a foot from the curb. When asked for an emergency stop, he shot his brake pedal right down to the floor board of the car, and took 60 feet to come to a standstill. He also ignored the emergency brake. On a second test he stopped in 25 feet, his brakes also being faulty.

Slow For Workmen

On Avenue road, going north, he drove rather smartly in a lane caused by workmen and hurdles on the east car track.

"Slow to a walk passing workmen. You cannot tell when one of them may step over for a tool. They cannot keep their minds always on traffic," he was told.

On Avenue road hill, the examiner snapped off the ignition, and required the driver to get himself out of it. He pulled on his emergency, started the engine, crawled up in low, releasing the emergency gradually as it appeared there was no danger of slipping back.

Out Of Control

"Going up a steep hill, if your engine stalls, and you are out of control, put on your emergency brake, steer for the curb, going as slow as possible and get your right rear wheel against the curb, you can. On a steep hill, going up, where there is no curb, but there is a ditch, if you are out of control, get your brakes on, then swing your front wheels sharply towards the right. Then you will only back into the ditch, if you get in at all, but you won't go in or over sideways. It may be the course of the car will alter so near a right angle to the first line of direction that the car will stop before leaving the roadway," said the examiner.

Then he was asked to go down Avenue road hill as if it were covered with ice. He slipped into second gear and crawled.

"Now," observed the examiner after the automobile had been parked by the curb, "I suppose you will drive in the country as well as in the city. You will see at practically every railway crossing a sign 300 feet from the

(Continued on page 8)

Fires Destroyed Valuable Barns

Samuel Picket of Ridge Road Suffers Loss.

A fire, the cause of which is not known, broke out at an early hour Saturday morning at the farm of Samuel Picket, Ridge road, and destroyed two barns and an implement shed with a great deal of the contents of the buildings. A large quantity of hay of this year's harvest was lost. Fortunately the horses and cattle stabled in the barns were taken out in safety and two motor cars were also saved. The fire had gained considerable headway before the Grimsby fire department arrived and they were powerless without the aid of water pressure to do much toward saving the burning structures. The loss was partly covered by insurance.

Customs Returns Valuable Barns

Customs Duty \$1867.98

Excise Taxes \$3196.89

1926 Duty \$5064.87

Tax \$1249.13

Increase \$3011.14

4260.27

Increase \$804.60

4260.27

Wednesday, August 10th, 1927

Legends Told By Famous Tapestry

Old Tale of Perseus and Andromeda Told by Gay Strands of Fabric

Not only did the weavers of the middle ages choose biblical narratives as subjects for their great tapestries, but also songs of the troubadours—chansons de geste—and classical myths. When the weaver of Aras wove decorations for castle walls (called arras, from the name of their native city) they did strange things to religious history and mythology. They did not see a myth as Greek or Roman, but as Gothic. The original plot remained, but the detail, the con-

ception of character and background, the costume, were things of their own day and hour.

The old story of Perseus and Andromeda is the subject of a tapestry recently acquired by the Cleveland museum of art, and now hanging in Gallery III. In the Greek legend, Perseus, the child of Danae and Zeus, is set adrift with his mother in a chest. Harassed by waves and storms, they are at last driven ashore on the island of Seriphos, whose king demands that Perseus shall bring the Gorgon's head to him. Guided by a goddess, Perseus accomplishes the terrible deed, slays the snaky-locked Medusa, and fleeing from the wrath of her sisters, comes to Ethiopia.

The Discovery

There he finds Andromeda chained to a rock. Andromeda, daughter of

INDEPENDENT, GRIMSBY, ONTARIO

Cepheus and Cassiopeia, suffers from the mother that she, in vain beauty to the

Cepheus and Cassiopeia. This is the boast of her mother Andromeda Cassiopeia, was equal anger of the sea fair daughters of Poseidon, and a boast drew down upon both man and and her parents the promised by the King, who sent his hapless Cepheus sea monster which daughter to the monster. Relied was, she was fastened to a promontory, but by the valor of Perseus, the child of Danae and Zeus, was she freed.

Perseus, the child of Danae and Zeus, was she freed. Finally brought about by was placed by

the effect of the whole is one of simplicity and organization.

Ever a favorite in constellations of the sea, and there she

Athena among the stars by the great

the northern sky; and the chair of

shines forever clear on clear nights,

square of Perseus and hour are right,

Cassiopeia. These, reminder of the

when the season and

form a perpetual record this legend in

lightful myth, right are Cepheus and

The tapestry their court, all clothed

part. At the ribbons of rich stuffs,

Cassiopeia and their of Andromeda.

In long Gothic robes, towers of their

They lament the fat an Ethiopian king

Behind them rise the towers of the

home—the home of

—conceived as a G

Centre

In the composition is

In the centre of the has broken his

Perseus, full panoplied, riding his

great war horse. He attack it with

lance in the throat, Andromeda chained

and is about to attack it with

lance and sword. Andromeda's

feet flows the sea to a rock. At her the Gorgon's head

in which appears the past valor of

Perseus, and two boats Seriphos. On

his perilous journey carved arches are:

the left, under two carvings while his

First, Perseus kneeling while his

horse, riding his

in the spiled, riding his

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The Woman's Page

Social and Personal

Our readers are requested to send items of interest for this column to the Editor of the Woman's page or phone 36.

Mr. and Mrs. W. H. Pettit left on Tuesday to spend a motor vacation.

The Misses Murdoch and Master Ian Murdoch are spending a few weeks visiting relatives at Hamilton Beach.

Mr. and Mrs. Charles Laing and family have left for an extended mo-

tor tour of the north.

The Women's Institutes of Beams-ville and Grimsby will hold their joint picnic on Thursday afternoon, August 18th., at Grimsby Beach.

Mrs. Murray E. Randall and chil- dren of Omaha, Nebraska are visiting Mrs. Randall's sister, Mrs. John R. Denison, Grimsby.

Mrs. W. L. Stephen and Strachan McCaskill spent a few days last week in Dundas with her nieces Mrs. Irvin Galbraith and family and Miss Margaret Morrison.

Miss Ivy Taylor of Hamilton and Miss D. Hayhoe, are spending their vacation at Camp Owaissa, on Lake Erie.

Mrs. K. L. Mogg and Miss Kathleen Garlick who have been spending the past two weeks the guests of H. G. and Mrs. Mogg, have returned to their home in Galt.

Douglas Allan, Malcolm Allan Ar- chie Alton and Erwin Phelps have re- turned home after a week's motor trip around Lake Ontario.

CARD OF THANKS Mrs. Sibald and family wish to thank their many friends who were so kind to them during their recent bereavement. Also the church for beautiful flowers sent.

The earliest automobiles were pro- pelled by steam engines.

Some 175,000 American autos were sold in foreign countries during 1926.

SEEING WITH COMFORT

While it often requires some time for a patient to become used to glasses if patience is exercised comfort will be secured. Many persons see well enough without glasses, but wear because of the comfort they give. Consult us for the good of your eyes.

VERNON TUCK
Jeweler and Optometrist
Grimsby Ontario

SOUR MILK

Is one of the housewife's problems during hot weather.

Model Dairy Milk

is pasteurized, making it clean, pure and safe and is slow to sour.

PHONE 410
and the driver will call

Visit our plant on Elm Street

Model Dairy

GRIMSBY

G. GEAR, Prop.

Why Bake in a Hot Kitchen

Treat the family to delicious bakeshop delicacies. Fill the berrypicker's basket or the picnic baskets with

Meat Rolls	5c	Chocolate Cake, each	30c
Meat Pies	10c	Plain Layer Cake, each	30c
Coffee Buns	15c	Snow Ball Cake, each	20c
Sugar Buns, per dozen	16c	Weiner Rolls, per dozen	16c
Nut Buns, per dozen	16c	A box of assorted Weston Biscuits 35c	
Fruit Buns, per dozen	20c	Marshmallows ready for toasting, per lb. 40c, or in convenient tins	25c
Short Bread Tarts, per dozen	40c		
Custard Tarts, per dozen	40c		

We have received a new shipment of Neilson's Chocolate bars at 5c and 10c.

Try City Dairy Ice Cream. It's the best. Visit our Ice Cream Parlour and enjoy a delicious ice cream Sundae. Open evenings.

GRIMSBY BAKERY

A. Jarvis, Proprietor Phones 108J, 108W

Grimsby

Douglas Packing Co., Limited
Colborne, Ontario.

Please send me (free) your new col- orded booklet on Jams and Jellies.

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WOMAN'S OUTLOOK

POETRY

A GARDEN

A garden is a lovesome spot
God wot,
Rose plot,
Fringed pool,
Ferned grot,
And yet the fool
Contends that God is not.
What? Not in gardens when the eve
is cool?
Nay, but I have a sign,
Tis very sure God walks in mine.

Thomas Love

COOKERY CORNER

The three following recipes are very kindly contributed by a member of the Grimsby Women's Institute, noted for her excellence in cooking:

SOUTHERN SMOTHERED CHICKEN

Split the chicken down the back; open it out flat in a baking pan; dust with salt, pepper and dots of butter; pour over it half a cup of boiling water; cover with another pan. Have the oven moderately hot for fifteen minutes, then slow down. Roast the chicken about one hour and a half. If a cream gravy is desired, thicken the juice left in the pan with milk and flour.

MAPLE TAPIOCA

Soak half a cup of tapioca over night in two cups of water; if necessary add more water in the morning. Add one and one-half cups of brown sugar. Cook in a double boiler until transparent. When done add a pinch of salt, half a teaspoonful of vanilla. Serve cold with top milk or thin cream.

SALAD DRESSING WITHOUT A DOUBLE BOILER

One or two eggs or the yolks of eggs; one cup of milk. Beat the eggs well, then add the milk and the paste made as follows: Put in a cup a tablespoonful of flour, a teaspoonful of granulated sugar, a teaspoonful of mustard, half a teaspoonful of salt, a dash of paprika and cayenne pepper. Mix well; add enough cold water to form a paste. In the meantime have a quarter of a cup of vinegar heating on the stove; put a teaspoonful of butter to the vinegar while it is heating. Then add the hot vinegar and butter to the mixture; stir constantly until thick. This dressing does not curdle it; it can be kept a week or more.

Great Hero of Folklore

Paul Bunyan Placed Beside Hercules and Jack the Giant Killer.

Fredericton, N. B., Aug. 4.—That's a job for Paul Bunyan!" declare the New Brunswick lumberjack when some particularly arduous piece of work falls to him. By that declaration he implies that the task is beyond the powers of ordinary man, for Paul Bunyan is a legendary hero, endowed with supernatural physical strength and prowess—a very Olympian of the lumber camps.

Nobody knows whence sprang the legend of Paul Bunyan. Possibly in

Never Again that anxious question "Will it jell?"

No fruit by itself contains enough jelling substance to jellify all of its juice. That is why, by the old-fashioned method of jam and jelly making you have to "boil your fruit down" until enough of the juice has boiled away to concentrate the jelling substance in the fruit.

But with Certo which is simply the natural jelling substance of fruit refined and bottled, you do not have to boil your fruit down. One or two minutes' boiling is enough to give a perfect, tender "set." It cannot fail to jell.

This short boil saves time, color and flavor of your fresh fruit so that your jams and jellies look better and taste better. You get a larger amount from your fruit, too, because you save all the juice that used to boil away.

Send us this new (free) booklet.

Douglas Packing Co., Limited

Colborne, Ontario.

Please send me (free) your new col-

ored booklet on Jams and Jellies.

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the early days some brawny hock woodsmen of that name distinguished himself among the tall timbers and tales of his achievements passed from mouth, gaining color at each telling.

To-day—Paul holds a secure place beside Hercules, Jack the Giant Killer and the other select heroes of folklore. His deeds are related in every camp; he is the unattainable ideal of every lumberjack.

Paul Bunyan mows down the loftiest trees of the forest with single strokes of his mighty axe. He clears a valley of timber in the space of a day, and when Paul gets involved in a "rough-and-tumble"—as every lumberjack with spirit must do once and again—the other combatants are out of luck he being as irresistible a scrapper as he is an axman and has been known to unwittingly smash an opponent's skull with one blow of his fist.

Legend reports that in his childhood days Paul Bunyan derived considerable amusement from unarmed encounters with wolves, panthers and wildcat. When he was in his rompers these beasts could put up a respectable fight against him before being broken or strangled and ignominiously carried home on his shoulders, but as he attained manhood such combats lost their flavor, for he could subdue the most fearsome creature of the wilds with a casual slap.

Now raw bear and cougar meat constitute minor items of his regular bill-of-fare. He drinks his tea boiling and when he goes on a spree nothing short of a gallon of raw alcohol will quench his thirst. An interesting fact about this superman is that he posses a dual personality not only in the Canadian lumber woods, but also in the oil and sulphur fields of the southern states.

Down in Texas Paul Bunyan is a mighty driller. Once he was working on top of a tower of a height suitable to his taste and inadvertently dropped a wrench. "Heads below!" shouted Paul in warning; and three days later one of the workers at the foot of the tower was killed by the falling tool. It is strange that the oil drillers should have adopted the same central figure for their tall tales as the axmen of New Brunswick. Perhaps it indicates lack of imagination. However that may be, Paul Bunyan stands supreme among the heroes of lumber camp and oil field.

A colorful volume could be added to the library of Canadian folklore if the Bunyan legends—suitably exaggerated—were gathered together and transcribed.

A Missouri farmer made \$65 in one week pulling motorists out of mud holes.



Make Blue Monday a holiday with a Gainaday Washer

The New Gainaday

DOMINION POWER SHOW ROOMS

47 Main St., Grimsby Telephone 244

Here and There

Air mail service between Winnipeg and Fargo, North Dakota, has been inaugurated and the first mail for Winnipeg from the United States arrived recently.

The Shorthorn bull, King of the Fairies, recently sold from the Canadian ranch of H. R. H. the Prince of Wales to a United States breeder, again won the premier prize at the Calgary Exhibition.

Evidences of the renewal of interest of Old Country inventors in Western Canada are seen in a number of recent transactions recorded at Winnipeg, including the proposed erection of three motion picture houses by means of Englah capital.

Mederic Beauperant, when clearing his farm south of Vernon on the Canadian Pacific lines, found a 300-lb. boulder which was half native silver and worth about \$1,200. The discovery has aroused considerable interest among mining men in Cobalt and elsewhere who are arriving in numbers.

London, Ontario, now has an air harbor. Through efforts on the part of the Chamber of Commerce an ideal site has been taken over and, within a month's time, will be completely equipped and marked out to provide an air depot available to all planes that seek London as a stopping place.

According to a financial statement issued from the headquarters of the Canadian Pacific Railway Company, the gross earnings of the Company for the first six months of the year ended showed an increase of \$3,617,778.06. The net profits, however, decreased about \$900,000 due to a four million dollar increase in the working expenses for that period.

Quebec City lived up to its traditions as the historic gateway and welcomed their Royal Highnesses the Prince of Wales, Prince George and Premier and Mrs. Baldwin with great enthusiasm. The streets were decked with flags and a blaze of color. Vast crowds thronged the docks and waterfront as the Canadian Pacific S.S. Empress of Australia, bearing the distinguished visitors to Canada, steamed into sight.

There are 75,000 Jewish farmers in the United States.

The trolley was invented about 1883.

Buyers in the world.

Here and There

Platinum produced in Canada in 1926 totalled 9,521 fine ounces, or an increase of 1,000 over the year before, according to the Dominion Bureau of Statistics.

Dr. H. M. Tory, Chairman of the National Research Council, announces a discovery "of great scientific importance" in rust prevention, emanating from the Dominion Rust Laboratory. A more definite announcement is due shortly.

Canadian tobacco has been awarded a silver medal for "outstanding excellence" at the International Tobacco Exhibition held at Olympia, London, England, according to word received by the Department of Agriculture.

Fifteen Austrian families are about to take up land in the Okanagan Valley, near Kelowna being the first group to take up land in British Columbia under the Canada Colonization Association, a subsidiary of the Canadian Pacific Colonization Department.

Canada leads all nations in increased trade since 1913 according to statistics compiled by the National Foreign Trade Council of New York. Canada's increase was 85 per cent, Australia coming next with 45 per cent and the United States third with 31 per cent.



The White Store

Specials

Special Boys' Khaki Bloomers	59c
Ladies' Silk Stripe Bloomers, Vest to Match, spec.	29c
Men's B.V.D.'S, all sizes49c

Men's Socks, per pair.....	9c
Men's Silk and wool socks, pr. 35c	
Men's Baldriggan Underwear, per garment45c
English Broadcloth Shirts, all sizes	\$1.00
Children's Blankets49c
Crepe in all Colours, per yard17c
Cretonne in all shades, per yard19c
Broadcloth Specials, yd. 32c	

THE WHITE STORE

Open Evenings

ANDERSON THE GROCER

PHONES:

142 & 542

SPECIAL PRICES GOOD FOR ONE WEEK

SNAP HAND CLEANER, 2 tins for	29c

<tbl_r cells

THE WEEK'S NEWS OF THE SURROUNDING DISTRICT

ST. ANNS

There passed away on Saturday, July 30th after years of patient suffering, Jessie Irene, daughter of Mr. and Mrs. Thos. Parker at the age of 22 years.

The funeral took place from the home of the parents on Monday August 1st at 1:30 p.m. The service was conducted by the Rev. Mr. Kelley of United Church, Vineland, who spoke very eloquently and sympathetically from the words, "Now we see as through a glass darkly but then face to face." Mrs. B. Headliff sang a beautiful solo and Mr. and Mrs. Wm. Piper sang a very touching duet. Among the profusion of flowers from many friends and relatives, was a beautiful pillow from the family. A spray from the St. Ann's Institute and wreath from friends in Detroit. The remains were conveyed to the Vineland cemetery for interment.

The departed leaves to mourn her decease, besides her parents, four sisters: Mrs. Frank Upp of St. Catharines, Mrs. Roy Housberger of Vineland, Mrs. Percy Olmstead of Thorold and Miss Bernice at home.

Mr. John Burch visited Mr. and Mrs. James Sinclair in Beamsville.

Mr. and Mrs. Charles McLean and daughter, Bernice, motored to Hamilton on Saturday.

The earliest automobiles were propelled by steam engines.

VINELAND

Mr. Roy Wilkinson and his mother of Hamilton visited at Mrs. Thomas Parker's on Wednesday.

Mr. James Walden is all smiles these days. "It's a girl."

Mr. James Young made his weekly trip to Niagara-on-the-lake last Sunday.

Mr. and Mrs. Jackson and Mr. and Mrs. Wilson of Hamilton spent last week-end with Mr. and Mrs. Clarence Taylor.

Miss Isabel Kennedy of Hamilton visited Mr. and Mrs. Alfred Kennedy last week-end.

Mr. Jack Duggan of Buffalo spent the week-end with his mother, Mrs. James Duggan.

Mr. Charles Upp of Snyder, New York, and Mr. Henry Briscoe of Buffalo, motored over and spent the week-end with Mr. John Burch.

Miss Ernestine Hill has returned home after visiting friends in Buffalo.

Mrs. John Konkle of Beamsville, called on Mr. and Mrs. A. W. Teeter last Sunday.

Mrs. Abram Yager and Master Ralph Yager of Welland, visited at Mr. W. G. Adams' on Wednesday.

Miss Muriel Duggan and Master Robert Duggan have returned home after spending a few weeks with friends in Buffalo.

The Rittenhouse school and kindergarten are being repainted.

Mr. and Mrs. William Hawn, of Tonawanda, N. Y., visited Mrs. Holder and Mrs. J. Houser on Sunday.

Friends will be sorry to hear that Miss Katie Martin is not so well again.

S. Gayman and J. Burkholder were in Ellington on Tuesday.

T. Neilson and Miss Davies, of London, were guests of Mrs. Holder on Sunday.

Leonard Laundry and family have gone to Bancroft.

BEAMSVILLE



urday on a business trip.

John Wood, Roy Holden, John Jenkins, C. W. Cullimore and R. Sturges, local veterans, were included in the guard of honor on Sunday from the Lincoln regiment at the Peace bridge opening.

M. Malloy, the pioneer of the auto bus business between here and St. Catharines, has just placed in service a new white parlor car bus on this route. The new bus is the latest in luxury and comfort. It has a new arrangement of seats, double seats on the left side and single seats on the right. This provides an aisle of extra width, which is one of the big features that provide comfort and access for the passengers.

Judging the oats in the standing field crop competition, conducted by the Clinton Agricultural society, was completed on Monday last, the winners, all residents of the township, were as follows: S. H. Culp, 1; J. A. Lind, 2; A. B. Small, 3; D. H. May, 4; C. S. McIntyre, 5; Carmon Conby, 6; D. Ryckman, 7.

The judge was of the opinion that the majority of the acreage visited were splendid pieces of standing grain and reflected credit on the growers.

The Lincoln County Council and their families will hold their annual outing to Queenston Heights on Thursday afternoon.

Louth township council has agreed to make some small improvements at the small park at Twenty Beach, providing the residents there will assume a portion of the cost.

Miss J. Small, of St. Catharines, has been spending several days with her young friends here.

Miss Edith Hicks is in Toronto on a visit.

Leonard Laundry and family have gone to Bancroft.

SMITHVILLE

Smithville accepted its royal honour yesterday quite composedly, King street, through which the official entourage passed, was kept clear of parking and motorists obeyed the mandate to keep moving in perfectly good humour. Citizens and country folks that came in to get a peep at their future ruler and his distinguished party, scattered along the curbs, but only a passing glimpse at the best was obtained, as the closed cars were a hindrance to the view of all the party. It was close to 12 o'clock when the first official police car heralded the procession with its motorcycle outriders, and five minutes later they had passed on, travelling at a moderate speed.

Flags large and small, decorated the way of the royal travellers, not only in town, but on many highway homes, and the roadside booths were loyal to the core. Little clumps of people came up and down the sidewalks and collected here and there along the road, and the children cheered and waved their hats. With its bright skies and glowing vineyards and orchards in trim array, the heart of the Niagara peninsula was in the right place yesterday and "did itself proud" by the quiet spontaneity of its welcome to its notable visitors.

The Dominion Construction company, which has had several contracts from the T. H. & B. railway for widening the grade on the mountain right of way preparing for the eventual laying of a double track, has secured another contract for a portion of it. The camp and headquarters will be at Stoney Creek and work will be proceeded with at once.

The high school is so nearly completed that orders are being issued to the different furniture and seating companies which received contracts, to install same at once, in order that everything will be in readiness for the opening on September 6.

A. J. Byles was in Toronto on Saturday.

WINONA

Winona greeted the royal princes on Sunday morning. People gathered from all directions at Winona to do their share in displaying the feeling of devotion to the Prince of Wales and Prince George, which characterized the Canadian people generally.

An energetic committee had made full preparations for the hundreds of people who were present to see the royal party as it passed through. One hundred and fifty school children had been provided with flags, which they used freely to show their interest in their royal highnesses. The line up along the highway of children in front and adults behind made a very pleasant sight which the Prince of Wales did not fail to recognize as his car passed.

The high school is so nearly completed that orders are being issued to the different furniture and seating companies which received contracts, to install same at once, in order that everything will be in readiness for the opening on September 6.

The greatest enemy to tire life is not the chopped-up road, the broken pavement or the harsh grind of rough city streets—but heat, which is created by internal friction. Heat not only weakens the fabric, but also softens the rubber and causes blowouts and tire failures.

Firestone chemists and engineers knew that if they could find a way to eliminate this destructive heat and internal friction, the mileage-giving qualities of tires would be greatly increased. Such a method was found and called "Gum-Dipping."

The Gum-Dipping process is one of Firestone's contributions to economical travel—it insulates and impregnates every fiber of every cord with rubber, reducing internal friction and at the same time binding the cords together by a stronger union of rubber, thus giving greater strength and flexibility to the tire.

Firestone dealers everywhere—familiar with Gum-Dipping and its advantages—will gladly explain how thousands of extra miles are built into Firestone tires by this exclusive method. Take advantage of the Gum-Dipping process to lower your tire costs this year.

Firestone Tire & Rubber Co. of Canada Limited, Hamilton, Ontario.

MOST MILES PER DOLLAR

Firestone

Firestone Builds the Only Gum-Dipped Tires

For Sale at

Grimsby Garage

CHEVROLET SALES AND

SERVICE

Main St. E. Phone 220

Apple Aphid is Damaging Crop

A sample of apples from the orchard of Jim Oakes, Ancaster, brought to the city this week by Joe Wilson, who is in charge of the spray service, shows the damage of the green apple aphid in the district. Mr. Oakes has one of the finest orchards in this section, and his crop is also one of the best. This year it is estimated that he will have but one-quarter a normal yield, he aphid caused the loss of the balance of the expected yield.

To Factory

Mr. Wilson stated that the owner will have to dispose of the bulk of his crop to canning factories, for less than 25 per cent of the fruit will pack No. 1. The aphid attack is seasonal, and while there is a spray for it, it is not usual to make the application. The first indication is when a sticky surface forms and then a fungus appears. This finally turns black and the apple is knotted and twisted.

Mr. Oakes sprays regularly and carefully, but the seasonal attack has hit his orchard. It is through no fault of the owner, and scores of other growers are in the same position.

WAKEFIELD Castrol MOTOR OIL

One filling is good for a 2000-mile trip

25,000 Harvesters Wanted

GOING TO WINNIPEG

\$15 Plus $\frac{1}{4}$ cent per mile to points beyond, but not west of Edmonton, MacLeod and Calaway

From Stations in Ontario, Smith's Falls to and including Toronto on Lake Ontario Shore Line and Hawkesbury-Peterboro Line; Kingston to Renfrew Junction, inclusive; Burkett to Bobcaygeon, inclusive; Drained to Port McNicoll; Toronto-Sudbury direct line.

AUG. 30th

SEPT. 7th

Through Colonist Cars operated from principal points.

Ladies and Children—Special Cars will be reserved for the exclusive use of ladies, children and their escorts.

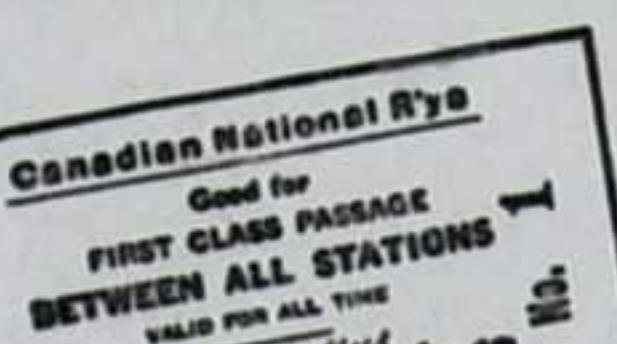
Full information from

8 Main Street

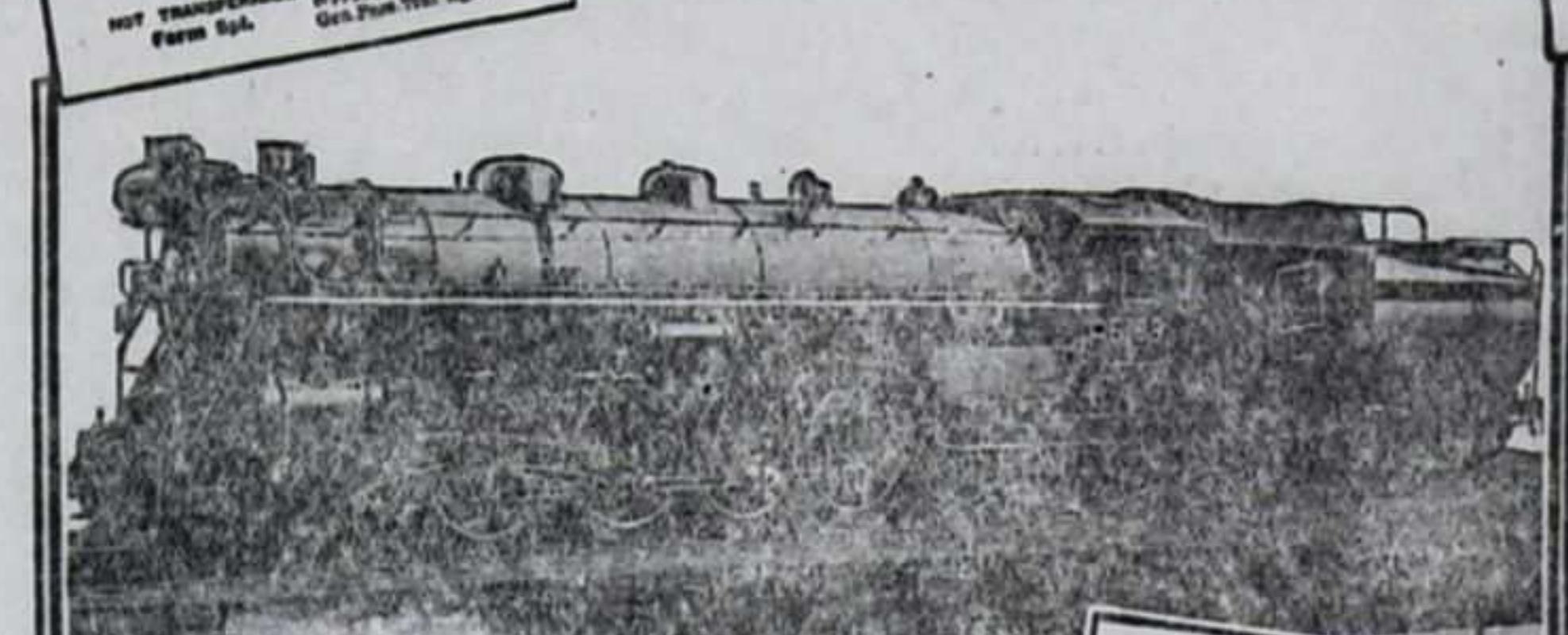
Local Agent, J. H. CULP

Phone 392

CANADIAN PACIFIC



Largest Locomotive Hauls Royal Train



One of the 6100 Northern Type locomotives, recently placed in service by the Canadian National System for hauling their fast passenger and manifest freight trains, was the first locomotive to haul a train into the new Union Station at Toronto, on the occasion of the opening of this station by H.R.H. the Prince of Wales. On this occasion also, the first ticket issued from the ticket booths of the new station was one entitling His

Royal Highness to passage "Be-

tween All Stations" on the Cana-

dian National System for all time.

Immediately after declaring the

new depot open, the Prince

proceeded to the Canadian National

ticket windows where he was is-

sued "Ticket No. 1."

Tickets numbering two, three and four

were issued to Prince George, Pre-

mier Baldwin and Mrs. Baldwin

respectively. Forty of the monster

engines of the type which hauled

the royal train are being construc-

ted in Canada for handling the

fast passenger and manifest freight

trains of the National System.

Special issue to commemorate the opening of New Union Station at TORONTO, Ontario CANADA August 6, 1927

The Most Amazing Quality in Chevrolet History

The Confederation

Leaves TORONTO 9:00 P.M. Every Day (Standard Time)

Direct Through Service to

WINNIPEG
EDMONTON
REGINA
SASKATOON
EDMONTON
VANCOUVER

8:45 A.M. C.T.
1:00 P.M. C.T.
6:40 P.M. M.T. 2nd Day
11:40 P.M. M.T.
10:00 A.M. M.T. 3rd Day
3:00 P.M. P.T. 4th Day

C.T.—Central Time, M.T.—Mountain Time; P.T.—Pacific Time

EQUIPMENT—Observation, Library, Baby-Car-Radio—Automobile—Touring Wagons and Limousines.

R. L. Lindsell, Tel. 52

TRAVEL CANADIAN NATIONAL

See CANADA in Canada's Diamond Jubilee Year 1867-1927

Insist Upon "SALADA" GREEN TEA

It has the most delicious flavour. Try it.



P. & G. White Naptha or Pearl White	10 bars 39¢
Comfort or Gold	10 bars 53¢
Summer Appetizers	
Canned Grapefruit, Tin 29¢ Lily Brand Chicken Haddie, Deli- cious, Tin 21¢ Strela Corned Beef, Tin 25¢ Choice Tuna Fish, Tin 29¢ Resdale Chipped Beef, Tin 25¢ Clark's On Tongue, Tin 39¢ Aylmer Boneless Chicken, Tin 41¢ Japanese Crabmeat, very nice, Tin 39¢	
Sauces and Relishes	
Celery Relish, Jar 15¢ H.P. Sauce, Bottle 26¢ Lobby's Dill Pickles, Tin 25¢ Heinz Chili Sauce, Bottle 31¢ Tasty Mayonnaise, 8-oz. bottle 25¢ Plain Olives, 20-oz. bottle 39¢ C. & B. Clutney, Bottle 29¢ Worcester Sauce, Bottle 10¢	

Special Sale Canned Peas 2 lbs 25¢ Nature's Best—No. 3 Sieve Sweet and Tender	Welch's Grape Juice Bottles 35¢
Table Dainties	Rose's Lime Juice Bottle 35¢
Delmonite Apricots No. 1 tin 23¢ Delmonte Bartlett Pears No. 2 tin 32¢ Delmonte Yellow Cling Peaches No. 2 tin 25¢ Delmonte Sliced Cling Peaches No. 2 tin 25¢ Delmonte Fruits for Salad No. 1 tin 29¢ Delmonte De Luxe Plums No. 2 tin 29¢	Aylmer Brand Soups 2 tins 19¢
Preserving Requisites	Breakfast Foods
Crown Fruit Jars	Shredded Wheat, Pkg. 12¢ Puffed Rice, Pkg. 17¢ Puffed Wheat, Pkg. 14¢ Cream of Wheat, Pkg. 24¢ Grape Nuts, Pkg. 17¢ Dominion Corn Flakes, 3 for 25¢ Quaker Corn Flakes, 3 for 25¢



Can be had in the Classified Advertisements of The Independent. Read them and use them, when you want to buy or sell.

For Sale and For Rent advertisements cost only 40 CENTS. PHONE 36 an advertisement taker will look after your advertisement.

THE INDEPENDENT

ADVERTISING PAYS

Tobacco Cut Worm

(Experimental Farms Note.)
The cut worm is a serious draw back to the tobacco grower every year in obtaining a uniform stand from the first planting of tobacco seedlings. This insect cuts the small plants off near the surface of the ground and frequently necessitates several replantings in order to secure a good stand of tobacco.

It can largely be controlled by fall ploughing after the 20th of September when the moth has stopped laying its eggs, and by spring application of the poison bran mixture.

The poison bran mixture which has proven most satisfactory on the Experimental Station at Harrow is one containing 1 pound of paris green, 50 pounds of wheat bran, mixed dry; 1 gallon of black strap or cheap molasses added to 2 gallons of water (add more water if necessary) and made into a good paste or dough. This mixture should then be sown over the field broadcast by hand for two consecutive days before planting the tobacco. In order to obtain best results this should be applied after 6:00 in the evening as it does not dry out so quickly and lose its attractiveness to the worms.

If this mixture is applied after transplanting, it has not been found so effective, and there is also the danger of the plants being injured in contact with the paris green.

The mixture stated above is sufficient for one acre.

Sometimes only one application is made but better results are obtained by dividing the mixture in half and broadcasting it over the field on two separate consecutive evenings rather than in one application.

The mixing can be easily done on a board or cement floor in the same manner as mixing cement.

O. G. Williams,
Dominion Experimental Station,
Harrow, Ont.

Here and There

Living births in Canada during 1926 totalled 232,205, the birth-rate for the nine provinces being 24.8 per thousand of population. Deaths at all ages numbered 107,318 in the Dominion, a rate of 11.4 per thousand. Excess of births over deaths in the year was 124,887. A total of 66,570 marriages were reported during the year.

The general cool weather for this season of the year in British Columbia and the amount of moisture about has saved a great deal of timber from destruction by fire. So far this year there have been only 216 forest fires in the province, as compared with 570 for the similar period of last year. The present condition of the woods are excellent.

As a sign of agricultural progress in the west and industrial prosperity here, the International Harvester Company, Limited, have just sent two of the largest trainloads of threshers ever shipped to the west over C.P.R. lines from the east, the first train consisting of 43 cars with 111 threshers and the other of 40 cars containing 103 threshers.

The ratepayers of Victoria have endorsed a by-law providing for civic support of a proposal for the establishment by British interests of a motion picture producing industry here, by a vote of 2,137 to 663. The city was thereby authorized to guarantee bonds of the concern to the extent of \$200,000 after \$500,000 had been raised by British motion picture distributors and exhibitors.

A thriving new industry in Southern Alberta, which is making progress and is full of promise, is that of the raising of polo ponies. Three ranches are engaged exclusively in this industry and ranchers and farmers are coming increasingly to engage in it as a side line. About five carloads or one hundred polo ponies leave Southern Alberta annually for the United States.

The Development Branch of the Canadian Pacific Railway in co-operation with Macdonald Agricultural College is conducting experiments on the farm of Donald Fraser at Plaster Rock, N.B., to ascertain whether gypsum, of which there are large deposits, has special value in connection with potato culture. Members of the staff of the college are supervising field tests on the farm.

The itinerary of the party of one hundred British newspaper men who will arrive at Quebec August 12, provides that during the month they are in Canada the Britishers will visit practically every corner of the Dominion and, besides visiting every city of importance, have an opportunity of studying at first hand Canada's natural resources and investment possibilities. They will travel across Canada and back on Canadian Pacific lines.

Ottawa, Ont. — Canada's total wheat yield for the season 1927 is forecast at 325,075,000 bushels by the Dominion Bureau of Statistics. The estimate for the three Prairie Provinces is 305,052,000 bushels and for the rest of Canada 20,023,000. The total yield of oats is estimated at 389,758,000 bushels, of which 226,297,000 bushels is assigned to the Prairie Provinces. Barley is estimated at 88,830,000 bushels, of which the Prairie Provinces are expected to furnish 71,724,000 bushels. Rye is given at 12,169,000 bushels, of which 10,684,000 is allowed for the Prairie Provinces. For flaxseed, 5,319,000 bushels is estimated, of which all but 107,000 bushels is allowed for the Prairie Provinces.

It's the delays that cost

Automobilists expect farmers now to have new Long ordered for them to get Distance, so they prompt delivery.

They have learned that it is the of the that cost, for trifling charge for instance phoning. Long to quick, service was never

Interurban Service to towns within say 25 miles are very low so low that no one has an excuse for not telephoning instead of writing or travelling. Occasionally calling up old customers by Long Distance is the finest kind of way to ensure a continuance of their patronage.

The mixing can be easily done on a board or cement floor in the same manner as mixing cement.

O. G. Williams,
Dominion Experimental Station,
Harrow, Ont.

Here and There

For BIG THREE SERVICE



431
Leaky Eavetroughs fixed
—New Ones Erected

Dave Cloughley

Heating and Plumbing

Wallace Bromley

Electrical Work

H. B. Metcalfe

Notice to Creditors

IN THE ESTATE OF CHARLES WILLIAM SMITH.

All persons having claims against the estate of Charles William Smith, late of the Township of North Grimsby in the County of Lincoln, Fruit-grower, deceased, who died on or about the seventeenth day of June, 1927, are hereby notified to send in to the undersigned executor on or before the twenty-ninth day of August, 1927, full particulars of their claims. Immediately after the said twenty-ninth day of August, 1927, the assets of the testator will be distributed amongst the parties entitled thereto having regard only to claims of which the Executor shall then have notice.

Dated at Grimsby, Ontario, this 27th day of July, 1927.

NATIONAL TRUST CO. Limited,
11 Main Street, East,
Executor

Hamilton, Ont.

MORTGAGE SALE

Under and by virtue of the powers of sale contained in a certain mortgage which will be produced at the time of sale, the same to be offered for sale by public auction on WEDNESDAY, AUGUST 24th, 1927

at the hour of eleven o'clock in the forenoon at the Hotel Grimsby, Grimsby, Ontario, by Mr. James A. Livingston, Auctioneer, the following valuable residential property, namely—

All and singular certain parcel or tract of land and premises situate, lying and being in the Town of Grimsby in the County of Lincoln and being part of Lots Number One and Five as shown on Plan of Subdivision of Part of Lot Number Eleven in the First and Second Concession of the Township of Grimsby, known as Lambeth Subdivision and duly registered in the Registry Office for the County of Lincoln as Plan Number 11.

On said property is situate a two-story brick residence in good condition, having modern conveniences and being known as the "Lambeth" at the south side of Livingston Avenue, Grimsby. The property will be offered for sale subject to a reserve bid.

TERMS—Ten per cent. (10 per cent.) of the purchase money to be paid in cash at time of sale and balance within thirty days thereafter.

For further particulars and conditions of sale apply to ROY C. CALDER, Grimsby, Ont. Solicitor for the Mortgagor.

MORTGAGE SALE

Under and by virtue of the powers of sale contained in a certain mortgage which will be produced at the time of sale, the same to be offered for sale by public auction on WEDNESDAY, AUGUST 24th, 1927

at the hour of eleven o'clock in the forenoon (11:30 a.m.) at the Hotel Grimsby, Grimsby, Ontario, by Mr. Jas. A. Livingston, Auctioneer, the following all and singular certain parcel or tract of land and premises situate, lying and being in the Town of Grimsby in the County of Lincoln, Province of Ontario, being composed of lot Number Three and parts of lots numbers One and Two on the south side of Robinson Street, shown on map North of Clark Street, as shown on map or plan made by Thomas C. Brownjohn, D.L.C., for Samuel A. Neiles, dated May 11, 1923, and registered in the Registry Office for the Registry Division of the County of Lincoln, as Plan Number Sixty-Nine. More particularly described as follows:—

Commencing at a point on the North-Easterly limit of Robinson Street, said point being the corner of lot of lot Number Three, thence easterly along the northerly limit of said lot number Three, one hundred and eighty-eight feet to the northwesterly corner of lot of lot Number Three, thence southerly along the easterly limits of lots Three, two and one, two hundred and forty-four feet to the northerly limit of Clark Street, thence westerly along the northerly limit of Clark Street sixty-six feet to a stake, thence westerly and easterly with the easterly limit of Robinson Street, thence northerly along the easterly limit of Robinson Street, one hundred and thirty-two feet to the place of beginning.

On said property is said to be situated a double dwelling known as street number 64 and 66 on the east side of Robinson Street north, Grimsby, and also a detached garage on the south side of the property, to be offered for sale subject to a reserve bid.

TERMS—Ten per cent. (10 per cent.) of the purchase money to be paid in cash at time of sale and balance within thirty days thereafter.

For further particulars and conditions of sale apply to ROY C. CALDER, Grimsby, Ont. Solicitor for the Mortgagor.

MORTGAGE LOANS

Lowest Rates

INVESTMENTS

INSURANCE

Collections.

LOST

LOST—on Tuesday evening Aug. 9th at White Cross Pharmacy English coin (S2 D6), given as payment in error. This coin is regarded as a keeper only. Will the finder kindly return it to White Cross Pharmacy. 1c.

ROY C. CALDER, Grimsby, Ont. Solicitor for the Mortgagor.

TRANSPORT SERVICE

Grimsby to Hamilton and return, daily

Local and Long Distance Trucking

2 Trucks at Your Service

Rutherford Transport

126 Main W. GRIMSBY

Phones: Grimsby 184; Hamilton, Regent 1333.

C. & B. KONKLE

825 King St. East, Hamilton

Open Tuesday, Friday and Saturday Evenings.

A wonderful opportunity to secure a smart hat for the warm summer days at very small cost. All millinery stock including white hats and white felts. Also colors and black, worth up to \$10.

All to clear at from \$1.00 to \$2.50 each.

The Seminole Indians refused to live on government reservations.

Traffic problems in Paris haven't changed much in 250 years, it is said.

New Ambulance

Phone 2

We have just added to our well-equipped

Undertaking Establishment, a new large

Buick MOTOR AMBULANCE with the latest

emergency equipment. Charges reasonable

Large New Funeral Chapel and Morgue

J. W. Buck

Furniture Dealer and Undertaker

Beamsville, Ontario.

Phone 2

Americans are the greatest

buyers in the

A LITTLE BIT OF EVERYTHING

Dear Reader:

This column is to be known by the above title. In it will be recorded all the wise cracks of the week, and we invite our readers to contribute any bright sayings.

The young man with the pearl tie pin and wrist watch was out at seven Sunday morning picking out a good place to stand that he could see the Prince of Wales. He wore a worried look, and we asked him what was the trouble, and he said that the Tax Collector sent him a notice to pay his poll tax. "The right to walk on Grimsby Main street isn't worth it. Why I have to pay \$1.50 to have my pants cleaned after walking down Main street after it rains. Why don't they use the Poll Tax to fill up the holes in the walk."

Hello! Did you see the Prince?

STILL WITH US
The Royal party has passed through but the Tax bill is still with us.

TERrible
Sally Short Skirts said she put in a terrible day with her beau on Sunday. He was good and mad. Ma said he was just jealous because, "I got up early Sunday morning to see His Royal Highness the Prince—and I have never got up early Sunday morning to see him."

TELL US
Which is worse?
The Crowing of the Roosters or The Ringing of the Fire Bell early in the morning.

A BEAUTIFUL THOUGHT
Only 135 more days until Christmas, and how many before we light the furnace?

TEMPORARY TINTS
Girls like to graduate, but they wish their schoolgirl complexions wouldn't.

A GIRL'S ESSAY ON BOYS
Boys are men that have not got as big as their papas, and girls are women that will be ladies by an boy. Man was made before woman. When God looked at Adam He said to Himself: "Well, I think I can do better if I try again." And He made Eve. God liked Eve so much better than Adam that there have been more women than men. Boys are a trouble. They wear out everything but soap. If I had my way half the world would be girls and the rest dolls. My papa is so nice that I think he must have been a little girl when he was a boy.

HE UNDERSTOOD
Many are the complaints made by customers over the abruptness of clerks, but the Weekly prints a story to show that the shopkeeper is sometimes almost too willing for the would-be-customer to explain his wants.

"I want some kind of a door spring, one that won't get out of order," said a customer.

"A door spring?" answered the hardware man.

"Yes, and one that won't require the strength of an elephant to open."

"Hem!"

"And it must be strong enough to bring the door all the way to, and not leave it swinging open a couple of inches."

"I see."

"And when the door closes, I don't want it to shut like a catapult, with a jar that shakes the house from its foundations."

"Yes. You want one that will bring the door all the way, to, and yet do it gently."

"That's the idea. But I don't want any complicated arrangement that required a skilled mechanic to attend

to."

"No, of course not. You want something simple, yet strong and effective."

"That's the talk! Something that can be put on and taken off easily: something that will do its work quietly, yet thoroughly, and won't be eternally getting out of order."

"I see. I know exactly what you want, sir, just exactly."

"Well, show me one."

"We don't keep door springs."

JUST SOMEONE

When you're happy and contented, And your sky is always blue, It's kind of nice to know there's someone.

Glad to share it all with you; And when little troubles gather, And your sky is no longer fair It's kind of nice to know there's someone.

Someone who will be sure to care. And when some duty takes you On a journey far away, It's kind of nice to know there's someone.

Thinking of you every day, And when that journey's ended

And you're speeding homeward, too, It's kind of nice to know there's someone.

Waiting there to welcome you.

Someone to love and cheer you, Sometimes when things go wrong.

Someone to snuggle near you.

Someone to share your song:

Someone to call you sweetheart.

After the day is done:

Someone to miss you, someone to kiss you—

Just someone.

SIXTY YEARS OF PROGRESS

TOWNS OLD AND NEW

Sixty years is not a very long period even in the life of a country in this New World of America, and yet it is curious how comparatively few of the towns of Canada go back to Confederation, and how few even of these were

places of any importance in 1867. The growth of Canadian towns since Confederation is not the least important measure of the development of the Dominion.

Obviously Quebec, with its long history, counts several cities that were already ancient—once more from a New World point of view—in 1867 such as Montreal, Quebec, Three Rivers and Sorel, but the latter, although its history goes back to the middle of the seventeenth century, was not incorporated as a city until 1882. Sherbrooke also goes back to the beginning of the last century, and Hull was founded about the same time. The more recent towns are pretty well confined to a few industrial centres such as Shawinigan Falls and Thetford Mines.

Ontario's pre-Confederation towns number Toronto, Kingston, Ottawa, Hamilton, London, Kitchener (Berlin) and several others. Toronto was a small town in 1867. It now numbers over half a million. Ottawa has grown in the same period from a population of less than 20,000 to 110,000; the growth of Hamilton has been more rapid. The same is true in greater or less degree of nearly all the other towns of the province. Fort William, Port Arthur, Kenora, Sault Ste. Marie, North Bay, Haldimand, Sudbury, and many other Ontario towns had not been thought of when the Dominion was born.

In the Maritime Provinces, conditions are somewhat like the province of Quebec, though the only town down by the sea that compares in age with Montreal and Quebec is Annapolis Royal, founded under the name of Port Royal in 1605, and therefore three years older than the city of Quebec and thirty-seven years older than Montreal. Maritime towns have grown considerably since Confederation although not at the same rate as those of Ontario.

When we reach Western Canada, however, we find an amazing growth in towns and cities. In 1867 Winnipeg was nothing but a straggling line of small buildings, nearly all of wooden construction, strung along what is now Main Street. Its fame rested then only upon the fact that it was still an important centre of the fur trade. Probably no one, standing then at the corner of what is now Main Street and Portage avenue could have imagined, no matter how vivid his imagination, that sixty years later Winnipeg would be a city of 200,000 with public buildings, shops, industrial establishments and comfortable homes stretching out in every direction over what was then open prairie.

At the time of Confederation Edmonton was still a trading post of the Hudson's Bay Company and nothing more; Victoria was a very small town, lifted into temporary and feverish activity a few years before by the famous gold rush; New Westminster was a hamlet; Prince Albert had just been founded. The great city of Vancouver was still a dream of the future; so were Calgary and Regina and Saskatoon, Nelson and Moose Jaw and Rupert and Dawson City.

In fact no more striking evidence can be found of the growth of Canada since Confederation than the contrast between its towns as they were in 1867 and as they are to-day with their industrial, commercial and social developments, their fine public buildings, well-paved streets, wonderful means of transportation, well-equipped and efficient public schools and the innumerable modern comforts and conveniences, water-supply, electric light, telephones, street railways and so forth, that have become so much a matter of course that few of us ever stop to consider that our forefathers in 1867 not only had to do without them, but in many cases would have thought anyone mad who suggested the mere possibility of such fantastic and improbable contrivances.

Auto Driving Hints

(Continued from Page 1)

crossing. How would you cross?"

"Drive slowly and creep across the rails."

"If you are travelling 20 miles an hour approaching a railway track, cut your speed down almost to a stop for the last 30 or 40 feet and if you have a good view of the rails and both approaches, go right ahead, providing you neither see nor hear any train or engine approaching."

Safe Railway Crossing

"Don't try to scurry across."

"Don't change your gears while crossing. It is while changing gears you may stall your engine."

"Don't cross a railway track in high gear; you are most apt to stall in high gear."

"If you do stall on a railway track,

with passengers, your first duty is to quickly get them out of the car to safety on the road, away from the rails. If a train is approaching close, do the same yourself, leave the car where it is."

"If there is no train coming, after getting your passengers clear, then start your engine and move your motor away."

THE INDEPENDENT, GRIMSBY, ONTARIO

GIGANTIC
August Clearance Sale
AT
The Enterprise Store

Corner of Main and Oak Streets

GRIMSBY

Get one of the bills for Bargain Prices



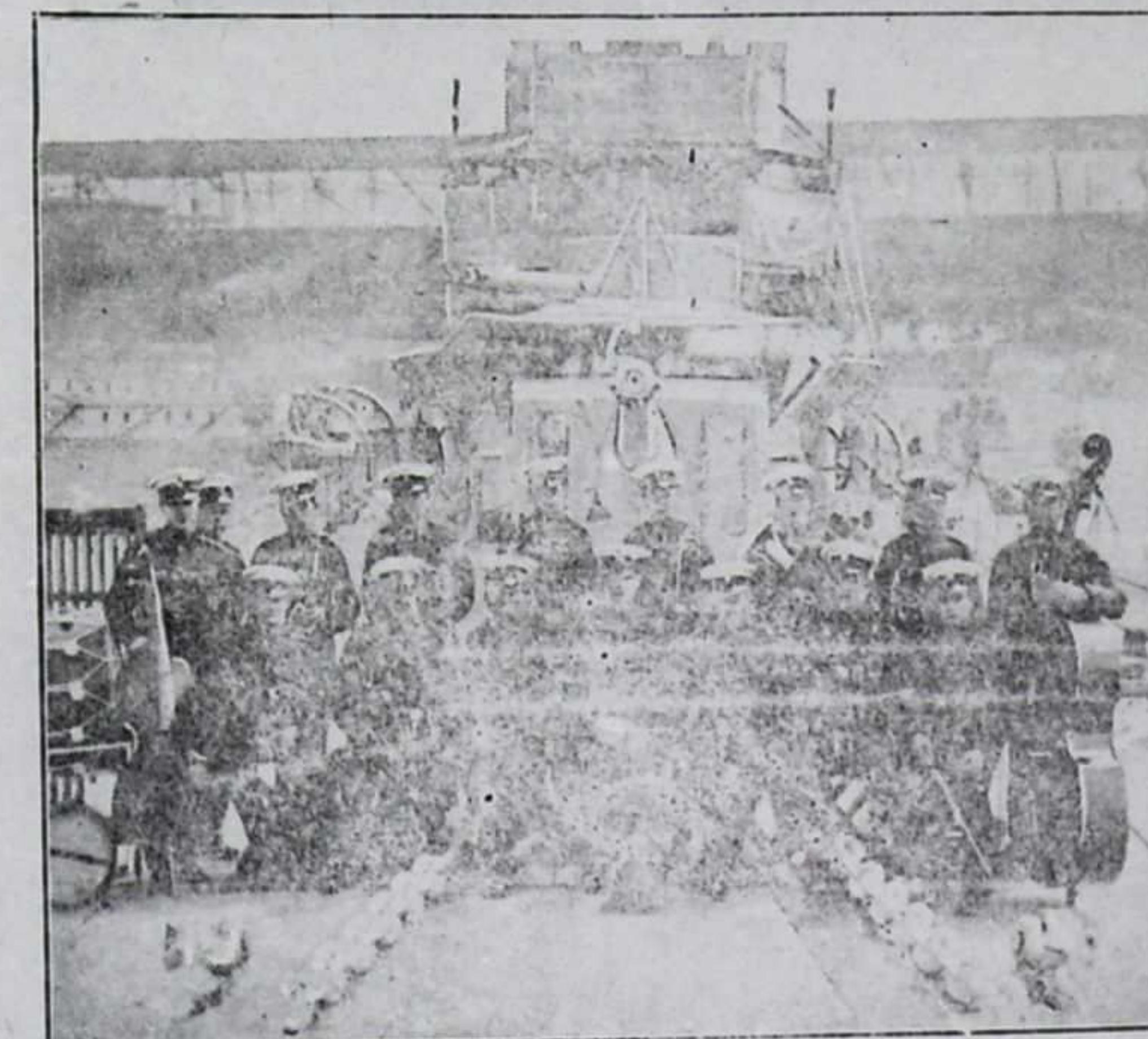
1.—H. R. H. the Prince of Wales. 2.—H. R. H. Prince George. 3.—Rt. Hon. Stanley Baldwin, Prime Minister of Great Britain.

Smoothing the Path of Princes

When Princes of the Blood Royal make their few private hours as comfortable as possible and this has been amply looked after in the Canadian Pacific Royal Train that is conveying the distinguished guests across the Dominion. Grouped on the observation deck of the private car Mount Stephen that has been assigned to the use of the Royal guests are the personnel of the Canadian Royal Train, who are sure to be made the prince's and the princess' guides. The tour becomes all the more arduous by reason of its greater significance. Accordingly, there is all the more cause to

celebrities travelling C.P.R. across Canada. The chiefs are men of European reputation who are acknowledged experts in their line. They have accompanied the Prince of Wales on his previous visits to Canada and so are known to His Royal Highness. Standing on the car from left to right they are: G. Hicks, W. Zappi, H. T. Jolley, T. E. Evans, and J. Bassett. Lower, left to right: J. B. Ford, J. Tooles, S. Ferraris, E. McKeaveney, L. Charney, P. Huggins and G. Highway.

Broadcast From War Ship Is Novel C.N.R.M. Feature



Tradition in the British Navy

stems back to Nelson and a great many features of daily routine on board ship date from the time of the famous Admiral.

However, the navy is at all times equally ready to establish precedent and the Commander-in-Chief of the North America and West Indies Squadron, Vice Admiral Sir Walter Cowan, Bart, R.C.N., D.S.O., M.V.O., has given permission

for an event of absolutely

novel character, nothing less than a radio broadcast from the deck of a warship.

The broadcast will take place on the night of Thursday, September 16, on board His Majesty's Ship Calcutta, moored in the Port of Montreal, when a special programme will be played by the Royal Marine Band.

The transmission will be effected through CNR, which on this occasion will be tied in with CNR, giving

to the most popular stations in North America the opportunity to listen to a most unusual broadcast.

The Vice Admiral accepted the invitation of the Radio Department of the Canadian National Railways

most graciously and expressed his pleasure at the unusual opportunity of giving entertainment to such a vast army of radio enthusiasts as is reached from Montreal and Ottawa.

The musicians will be stationed on the upper deck of H.M.S. Calcutta

where three microphones will gather in their performances. Telephone circuits

will carry the music to the studio of CNR and from the latter studio lines of the Canadian National

Telegraph will connect with CNR

at Ottawa and the latter station will

engage in a simultaneous broadcast

on board, under the direction of Bandmaster Herbert Wright, L.R.A.M., will commence at 9 o'clock with the march past of the Royal Marines, and after a programme of light and serious music, will conclude with a medley, "Sea Songs of Old England."

An added feature of this programme will be the rendition of the bugle calls of the British Navy with an explanation of each call.

An address will be delivered by Lieut.-Commander W. V. Heavyard, R.N.R., entitled, "Our First Line of Defence."

A year ago CNR broadcast the band of H.M.S. Calcutta in a studio programme, the first broadcast of this studio lines of the Canadian National

Telegraph will connect with CNR at Ottawa and the latter station will

engage in a simultaneous broadcast

transmitted from the deck of a British warship.

Hon. W. D. Ross,
Lt.-Governor of Ontario.

His Excellency Viscount
Willingdon.

Rt. Hon. W. L. Mackenzie
King.

Hon. Narcisse Perreault,
Lt.-Governor of Quebec.

Never was ship more royally welcomed to a Canadian port than was the Canadian Pacific liner "Empress of Australia" on July 4th last, in the historic port of Quebec. It was her first appearance on the broad bosom of the St. Lawrence River, Canada's highway to the sea. Already famous as one of the world's great and most beautiful ships she had come from across the Atlantic newly conditioned and with entirely new engines to take her place in the Company's Atlantic fleet as another aid to the development of Canada's overseas trade.

Her arrival was a national event and it was marked as such by a dinner on board at which were present His Excellency Viscount Willingdon, the Governor General of the Dominion, the Lieutenant Governor of Ontario and Quebec, the Prime Minister of Canada and by a remarkable gathering of leading Canadians in many walks of life. As chairman of the dinner, E. W. Bentay spoke of the occasion as an evidence of the development of the great St. Lawrence route and the upbuilding of Canada's ocean transportation services by a Canadian company under policies based upon the conviction that the St. Lawrence route had advantages which might well be exploited in the interests of the Dominion. "There is no reason," he said, "why this route should not be utilized to a greater extent every year by institutions and citizens resident in the United States to the benefit of Canada and Canadian business institutions."

As an indication of the expansion of Canada's European trade pointed out that there are now being built for the Atlantic service of his company no less than nine additional steamers—four for passengers, and five for freight, a total of approximately 120,000 tons, bringing the Company's total gross tonnage in ocean, lake and river steamships to over 500,000 tons.

In proposing a toast to the Governor General, Mr. Bentay said: "I have just returned from a trip to Western Canada where he had

preached me, and if he, with all his modesty, could have a faint conception of the regard in which he is held and the very distinct influence he exerted in consequence of that short trip, he would be gratified. His humanity, his generous instincts and his rare tact, would win for him a very peculiar place in the affections of our people were he only a private citizen and not the personal representative of the King."

In replying, His Excellency said

that during the last two years, and especially during the last nine months, he had had the opportunity to learn something of the Canadian Pacific Railway. Much of the credit of Canada's progress was due to the pioneers who built that railway.

Wherever he had gone he had admired its efficiency and the efficiency of its officers, and the care and consideration they gave to the comfort and the well-being of those who used their lines. In his recent tour in the west he had had the opportunity to see what the C.P.R. was doing in connection with large irrigation schemes there whereby they were turning lands that would not be suitable for cultivation into smiling farmlands capable of supporting a large population. Canada also was noted as a great hotel country and he thought that the credit for this was due in no small part to the Canadian Pacific Railway with its chain of buildings across the continent. Before concluding he also touched on the influence of the company on the industrial life of the Dominion.

"But above all, I feel that the company is a link binding the Dominion of Canada with my mother country," he ended amid cheers.

Replying to the toast to the Dominion of Canada, Right Hon. W. L. Mackenzie King said that during the last few days everybody must have been stirred by the marvellous story of our nation. When one reflected one was impressed by the parts played by the City of Quebec and the Canadian Pacific Railway in the history of the nation, he said.

Reviewing Quebec's history, he asked</